



3644

PATENT

UNITED STATES PATENT AND TRADEMARK OFFICE  
(Honeywell No. H0003115; MBHB Case No. 01-1260-A)

In the Application of: )  
James P. Conner ) Examiner: J. Woodrow Eldred  
Serial No. 09/995,120 ) Art Unit: 3644  
Filed: November 27, 2001 )  
For: Emergency Flight Control System )

TRANSMITTAL LETTER


Commissioner for Patents  
Washington, D.C. 20231

RECEIVED  
JAN 14 2003  
GROUP 3600

Dear Sir:

- We are transmitting herewith the attached papers for the above-identified patent application:  
☒ Response to Official Action; and  
☒ Two Return Postcards ( 1 to MBHB and 1 to Honeywell)
- No fees are due at this time.
- GENERAL AUTHORIZATION TO CHARGE OR CREDIT FEES:** Please charge any additional fees or credit overpayment to Deposit Account No. 13-2490. A duplicate copy of this sheet is enclosed.
- CERTIFICATE OF MAILING UNDER 37 CFR § 1.8:** I hereby certify that I directed that the correspondence identified above be deposited with the United States Postal Service as "First Class Mail," addressed to the Commissioner for Patents, Washington, DC 20231, on January 06, 2003.

Respectfully submitted,

  
Edward K. Runyan  
Registration No. 43,067



UNITED STATES PATENT AND TRADEMARK OFFICE  
(Honeywell No. H0003115; MBHB Case No. 01-1260-A)

PATENT

4  
A  
Bates  
1/30

In the Application of:

James P. Conner

Serial No. 09/995,120

Filed: November 27, 2001

For: Emergency Flight Control System

Examiner: J. Woodrow Eldred

Art Unit: 3644

RECEIVED

JAN 14 2003

GROUP 3600

Commissioner for Patents  
Washington, D.C. 20231

RESPONSE TO OFFICIAL ACTION

Dear Sir:

In response to the Office Action dated October 4, 2002, please enter the following amendments and consider the following remarks.

AMENDMENTS

In the Claims:

✓ Please cancel claim 12 without prejudice to the subject matter therein.

Please amend the claims as follows:

1. (Amended) A method for controlling an aircraft, comprising:

receiving a first trigger;

disabling cockpit control of the aircraft in response to the first trigger; and

enabling a special reversionary mode to control the aircraft in response to the first trigger;

wherein the special reversionary mode comprises entering into a known, safe flight path.